

METHODISTS CONSECRATE THEIR NINE NEW BISHOPS

Impressive Service, Last Important Business of Conference, Held at Saratoga Springs.

FINAL ADJOURNMENT TO-DAY

Session This Year Characterized as One of Most Important Ever Held, Especially With Regard to Unification of Branches of Church.

SARATOGA SPRINGS, N. Y., May 28.—Seven new bishops and two missionary bishops of the Methodist Episcopal Church were consecrated this afternoon at an impressive service, which was almost the last important business of the twenty-seventh general conference before final adjournment to-morrow.

All of the board of bishops participated in the service. The bishops consecrated, and the station to which they have been assigned were:

Herbert Welch, Seoul, Korea; Thomas Nicholson, Chicago; Anna Wright Leonard, San Francisco; Matthew S. Simpson Hughes, Portland, Ore.; William Fitzjames Oldham, Buenos Aires; Charles Bayard Mitchell, St. Paul, Minn.; Thomas Hamilton, Pittsburgh.

The missionary bishops were Eben Samuel Johnson, Africa, and Alexander Priestley Camphor, the only negro chosen to the episcopacy this session, Liberia, Africa.

The conference is characterized by the delegates as one of the most important ever held, principally because of the plans adopted, which, it is believed, will lead to the unification of Methodist Churches within four years, and, perhaps, by 1918.

IN MISSIONARY FIELDS

The conference has placed the church on record favoring renewed effort in the foreign and home missionary field. A revised ritual is to take the place of the form of service which has been in effect for many years. The missionary episcopacy has been retained. Efforts are to be made to obtain for the next four years a \$10,000,000 pension fund for retired elders and their widows.

The conference urged members of the church to ally themselves with political efforts against the liquor traffic. A new section of the discipline will ask that members refrain from the use of tobacco.

Suffrage was indorsed and polygamy denounced. Efforts to remove the "amusement clause" from the discipline again failed, and members are still liable to attend theaters, Ministers who officiate at the marriage of divorced persons now are made answerable to their conference for an act of maladministration. Previously there was no penalty.

AMERICANS MAKE PROTEST AGAINST MEXICAN DECREES

(Continued from First Page.)

from Namiqulpa, May 26, was as follows:

"Detailed account of the fight yesterday showed splendid conduct on the part of the detachment of enlisted men. Without an officer and under Lance Corporal Davis Marksberry (who from wounds), drove off the enemy, who charged them on horseback. Especial credit is due Private Hullett, who killed both Cervantes and Bencomon as they rode by him. Several of the Villista bandits were wounded, as trails of blood plainly indicated. Identification of Cervantes absolute. Death regarded by many people in this vicinity as fortunate. Private Strong, Troop D, Seventh Cavalry, reported missing from camp, returned May 24, having been lost."

CERVANTES BURIED WITHOUT RELIGIOUS CEREMONY

FIELD HEADQUARTERS, NEAR NAMIQUILPA, MEX., May 28.—Candelaria Cervantes and Juan Bencomon were buried to-day without religious ceremony. There were no flower carts; no words spoken over the graves of the two bandits who had caused the expeditionary command almost as much trouble as has Villa himself. Even the village priest at Namiqulpa, where Cervantes had grown to manhood, declined to officiate at the services.

Two dusty two-wheeled carts, drawn by mules, bore the coffins through the huddled abode huts of the town, to a little cemetery on the outskirts. A few Mexicans, wrapped in dirty blankets, one of them Cervantes' father, a toothless old woman and a few dogs comprised the funeral party. The quiet burial was ordered by the civil authorities of Namiqulpa, the majority of the citizens having insisted that the body of Cervantes, brought here after he was killed in an attack upon an American army engineering corps last Thursday, be gotten out of the town.

SAFE CONDUCT PAPERS GIVEN TO SALAZAR

EL PASO, TEXAS, May 28.—General Jose Yrizar Salazar and the privates who followed him to the end of his Chalmers revolution, appeared before General Gavira in the Juarez headquarters to-day and obtained safe conduct papers to allow them to return to their homes and civil life.

Following their surrender two days ago, they have agreed to live as private citizens and keep out of politics. Salazar told General Gavira he left the United States because he feared arrest there. In surrendering, he said, he accomplished his sole desire, which was a guarantee of citizenship under the Carranza government.

WHEREABOUTS OF VILLA PROBABLY KNOWN BY PERSHING

COLUMBUS, N. M., May 28.—Little credence is placed by military authorities in reports from Chihuahua that Carranza troops have discovered Villa in hiding near El Paso. Several officers here to-day expressed their conviction that Villa is still alive, but asserted that General Pershing, expeditionary commander, is in possession of information as to the probable whereabouts of the bandit chieftain, which does not coincide with that of General Trevino. No details of General Pershing's reports could be obtained here, however.

IN COMMAND OF AIR LIES SAFETY OF U. S.

Rear-Admiral Peary Pleads for Aerial Coast Defense System, Not Dependent Upon nor Subordinate Either to Army or Navy.

BY REAR-ADMIRAL R. E. PEARY, Chairman of the National Aerial Coast Patrol Commission.

On April 30 I suggested the building of a fleet of sixteen thirty-five-knot battle cruisers with their attendant destroyers, submarines, hydroaeros, planes, etc., in three years time, to give us a fast, powerful, homogeneous fleet with every unit like the others in speed and guns, and to put our navy in unquestioned second place.

The cost was estimated at \$500,000,000, the equivalent of three weeks of present war cost. To Great Britain alone, which would be our cost if we get into war with a first-class European power or combination of powers.

May 3 the general board submitted to Congress an estimate of \$731,000,000 to put our navy in second place in three years.

In this estimate were sixteen capital ships, ten cruisers and six Dreadnoughts. There was also an estimate of \$7,000,000 for "aircraft."

The naval appropriation bills for the coming year, as reported from the House Naval Committee, provide for five battle cruisers, and appropriate \$2,000,000 for aeronautes.

There is, therefore, now no chance of our securing second place within three years.

But the probabilities are that we may need our fullest strength by or before then to defend ourselves.

Is there any other way in which we can get ready effectively and quickly to defend ourselves against hostile attacks?

If there is any way which gives promise of success, it lies in the air.

RECENT DEVELOPMENT OF AERONAUTICS ABROAD

Few of the general public are aware of the astonishing recent development of aeronautics abroad.

The European war has probably forced that development as much as twenty years of peace, because it is a vital, life and death matter with the contestants.

It has been suggested that victory in the war may eventually be determined in the air.

Little Bulgaria, with an area somewhat greater than Maine, and a population less than Massachusetts, has over 300 aeroplanes.

The personnel of the British air service numbers more officers and men than we have in our entire navy.

Germany has not less than 9,000 aeroplanes, and all these countries are constantly adding with feverish haste to their equipment in this department.

More machines have been lost in a month by France and Germany than we have in both our services.

The ministries of these nations, which have thousands of aeroplanes, are constantly apologizing to the people of their countries for not being able to increase their air fleets fast enough to defend their country and protect the lives of their people.

The aeroplane has completely changed modern warfare.

Surprise attacks are no longer possible. And if one of the contestants can secure command of the air and deprive the other of it; conditions immediately become those of a fight between a blind man and one in possession of his eyes.

Our geographical position is a great asset.

An attack upon us must come by sea. Our coast line as a base gives us an inestimable advantage in aerial warfare, and will enable us to sell out such a cloud of aeroplanes, as will completely overwhelm and destroy any number of aeroplanes that can be transported on the decks of a hostile fleet, thus leaving us in the possession of our eyes and the enemy blinded.

COAST DEFENSE SYSTEM

VITAL FOR COUNTRY

A vital thing for this country is an aerial coast defense system, over and beyond the aeronautical equipment of the army and navy, and one that shall not be dependent upon or subordinate to either the navy or the army.

The first essential in an aero defense

of our coasts is to have on hand immediately such a number of machines as will with certainty destroy the maximum number that can be brought here at one time by a hostile fleet and its transports.

It is, of course, impossible to fix on this number with precision, but with the present equipment in ships and aircraft possessed by several foreign countries, I can imagine an alert and resourceful commander bringing 500, I may be safe to figure on 1,000. If these numbers seem large, it must be remembered that the present war has thrown all previous ideas as to quantities and numbers to the winds.

With the aircraft of an attacking force eliminated, his means of reconnaissance, observation and information will be gone, and our own aircraft with only the enemy's anti-aircraft guns to look out for, can do much more effective bomb work on his fleet.

If the fleet escapes this attack and attempts the landing of men and supplies, and ammunition by boats then this gives another period in their operations.

We should have at the very minimum not less than 2,000 aeroplanes ready for duty on the Atlantic coast, and an equal number on the Pacific, while 5,000 on each coast would be much better.

At each important place squadrons of aeroplanes should be parked like tents of the summer encampment of the National Guard.

SEVERAL HUNDRED YOUNG MEN IMMEDIATELY NEEDED

What we want immediately is several hundred young men who know how to drive an aeroplane, and then we shall in a measure be prepared for an emergency. Those of special aptitude and intelligence can later be selected and trained, still further for our permanent military aeronautical personnel.

We can get aeroplanes in an emergency more rapidly than we can get men to drive them.

One thousand or so of these young fellows who know just enough to handle the machines perfectly, are worth more to us now than 500 highly trained young officers, though, of course, we shall need these as well.

The former class can be obtained in large numbers and trained in a few weeks. The other kind would require a year or more of training and would be more difficult to find.

And it is not desirable to delay too much by insisting on too long training or being too particular about material in order to get the highest grade of intelligence and training.

Some of the best foreign material has been uneducated, and for bomb attacks upon an enemy's fleet, or destroying a landing party, courage and ability to handle a machine are the prime requisites.

The size of our population, and the quality of our youth from the mingling of many strains, give us more and better material in the essentials of physique and temperament to draw on for quick, intelligent, daring aviators than any nation in the world, unless it be France.

An aero coast defense system should consist of coast patrol and a series of squadron stations.

The coast patrol would comprise a line of stations about 100 miles apart (somewhat closer together at important places, as the entrance to New York harbor, Hampton Roads and San Francisco Bay) along our entire coast from Eastport to Brownsville, and from San Diego to Cape Flattery. Each station would be equipped with two or three planes, with a force of several aviators, observers and mechanics, and facilities for repairs.

CHAIN OF STATIONS

IN COMMUNICATION

The chain of stations on each coast would have wireless or telephone communications with each other, and each station would have wireless communication with Washington.

The squadron stations would each consist of a hundred or two aeroplanes of three different types, scouts,

"The American Government" Book Coupon, May 29

50c Fifty cents and one coupon from the Morning or Sunday editions will secure "The American Government," by Frederic J. Haskin, when presented at The Times-Dispatch office.

"The American Government" contains 388 pages (also 8x12 inches), 20 full page illustrations, 30 chapters. It is bound in blue cloth and is a dollar book.

If book is ordered by mail, send one coupon with 60 cents (the 10 cents extra in postage) to The Times-Dispatch, Richmond, Virginia. CUT OUT THIS COUPON.

TELLS HOW AEROPLANES GIVE BATTLE IN MIDAIR

British Pilot Gives Account of Swift, Daring Strategies of Aerial Conflicts.

LONDON, May 28.—Writing in a London newspaper, a British air pilot gives the following account of the swift, daring strategies of air battles.

"Closing into conflict, the primary idea of the pilot of each air craft is to obtain the best strategic position; that is, with both the machines traveling 'down' wind, and in the same direction. The best strategic position is above the other machine, there to be able to take it with machine-gun fire, or, if so needed, to drop bombs on it.

"Having attained the strategic position, the three qualities most required are initiative, speed and daring; possible move that always wins the aerial combat; speed, to be able to climb faster than the other machine, and daring, to accomplish that which the enemy fears to essay."

"Pilots in the stress and excitement of a hot fight repeatedly perform evolutions that they admit would be impossible to them in their saner moments, for the strain on the machine is enormous."

"With the greater number of aeroplanes, the machine-gun fires through the blades of the propeller—this means that at least 5 per cent of the bullets will be deflected."

"With only the pilot aboard, it is a matter of extreme difficulty to maneuver the gun and the plane at one and the same time."

"With some types of machine it is impossible. The direction of the wind influences the combat to a very large extent. Let us take as an example two aeroplanes, A and B, both with a speed of eighty miles per hour, approaching one another. A is flying down wind (with the wind), and a wind of fifteen miles behind it. A, therefore, has an actual speed of ninety-five miles per hour. B, on the other hand, traveling against the same wind, has only a speed of sixty-five miles. Therefore A has an advantage in speed of thirty miles."

"Before November, 1915, enemy airmen were loath to give fight at any price. The Fokker, with its superior engine power, made its appearance, and the German airmen became not only willing, but aggressive."

"The fighting aeroplane, or, to give it its official title, the battleplane, is a machine of an entirely different type from those used for reconnaissance and 'gun-spotting' work. Its main duty is to convey the bomb-droppers on raiding expeditions, and to beat off any attack that may be made upon them."

"It is essential that it shall be able

"Society Leaders" Doomed by Club

Dr. Percy Stickney Grant Says Leadership Is of Heart and Brain.

NEW YORK, May 28.—The woman's club has doomed the "society leader" in this country, according to the Rev. Percy Stickney Grant, D. D., rector of the Church of the Ascension, this city, who spoke here to-day at a dinner service attended by more than 2,000 delegates, and alternates to the thirteenth biennial convention of the General Federation of Women's Clubs.

"In the face of your great organization," Dr. Grant said, "I see no place left in American life for the 'society leader,' or the woman of only social influence. Your leadership is of the brain and heart, united for human and patriotic purposes."

In her new place, woman has two things to do; she must face the problems of home cleaning and of house enlargement.

"Preventable disease, war, a high death rate—all these are our enemies. Clean up not only the defective and destructive human material, but defective and destructive ideas."

The Illinois delegation, at a caucus to-day, voted not to present a candidate for the presidency. The State will vote as a unit, it was reported unofficially, for Mrs. Josiah Evans Cowles, California's candidate for the presidency.

Thousands of delegates and visitors crowded Carnegie Hall to-night to hear women from twelve enfranchised States tell of the benefits the vote had brought them. Mrs. Carrie Chapman Catt presided.

to climb rapidly and that it has a powerful engine, in order that if it be out-numbered it can get away by means of superior speed.

"The preferred type of machine for this class of work are those of the 'pusher' (propeller behind) and double engine variety."

By removing the propeller blades from the front of the fuselage (body), the gunner is given at least an 80 per cent wider field of fire.

"When the firing is through the propeller, the accuracy entirely depends on the skill of the pilot in maneuvering the machine into the required position; that is, with the nose pointing directly towards the other machine."

"Thus it will be seen that with each movement of the attacked, the attacker must immediately follow suit, and the probability is that if he be not wary enough he will be led into a trap over the enemy guns."

"Another most important matter is a suitable mounting for the gun. This must allow the largest possible area of elevation and depression."

"The best direction in which to fire the gun depends on the type of machine. With some, the best direction is backwards, upwards or slightly to one side; with others, in front, backwards and upwards; with others, again, behind and below."

"When giving chase to another machine, the pilot should always aim to keep the enemy in view and his own machine out of sight. Once he takes his eye off the enemy when traveling in mid-air, it is an extremely difficult matter to find him again."

"The pilot should further endeavor to keep his aeroplane between the enemy and the sun, to keep him on his

runner's left hand, and, vice versa, to avoid placing himself on the left of the enemy unless by doing so he will put the sun in his eyes."

"If a turn is found to be necessary he should always turn towards the enemy and not away from him."

"The over-seer's business is to note the relative speeds of his own and his opponent's machine. If the advantage is with the latter he should reserve his gun-fire until the most opportune moment and then fire as rapidly as possible."

"And last, but not least, comes the real human element. There must be a mutual understanding between the observer and the pilot, or the craft will inevitably come to grief."

VITAL PUBLIC QUESTIONS IN REPUBLICAN PLATFORM

(Continued from First Page.)

party platform. The third day will be devoted to the nominating speeches.

"After that will come the balloting for President and Vice-President and nobody knows how long it will take to get through. We hope to get through Saturday, but, if there is a deadlock, the convention may go over to Monday."

"This convention will be a truly deliberative body."

Chairman Hilles appointed Frank A. Smith, of Pennsylvania, as chief assistant secretary for the convention.

John W. Dwight, chairman of the Root campaign, announced that his candidate would not come to Chicago for the convention.

To Quickly Relieve Soreness and Inflammation

Rub in a few drops of Absorbine, Jr. It is surprising how promptly it penetrates and acts—how clean and pleasant it is to use and how economical, because only a few drops are required to do the work.

In addition to being a dependable liniment, Absorbine, Jr., is a safe, powerful, trustworthy antiseptic and germicide which doubles its efficiency and its uses.

When applied to cuts, bruises and sores it kills the germs, makes the wound aseptically clean and promotes rapid, healthy healing. It allays pain and inflammation promptly. Swollen glands, painful varicose veins, warts and bursae enlargements yield readily to the application of Absorbine, Jr.

Absorbine, Jr., is sold by leading druggists at \$1.00 and \$2.00 a bottle or sent direct postpaid.

Liberal trial bottle postpaid for 10c in stamps.

W. F. YOUNG, P. D. F.

279 Temple St., Springfield, Mass.

NOTICE

The Seaboard Air Line Railway Company announces that Train No. 3, formerly leaving Richmond at 1:20 P. M. for the South and Southwest, will, effective Sunday, May 28th, leave Richmond at 12:50 P. M.



For future comfort is thru the Savings Bank. It is the only certain way to make sure of comfort in old age.

Savings Bank of Richmond
Name As National Bank
1117 East Main St.

BOYS

YOU are not yet twenty-one and they won't let you vote, but they can't keep you from taking sides in the great presidential campaign. You like to talk politics and you ought to know about your government. You can get all the facts told as interestingly as a tale of adventure in "The American Government," by Frederic J. Haskin, a book being sold for the mere cost of production and handling.

GIRLS

YOU may be able to vote when you are twenty-one and you may not, but you are certain to have to pay your part of the taxes and you are just as good Americans as any boys on earth. You ought to know about your government and how Miss Columbia keeps house for Uncle Sam. It is your business to know. You ought to read this book. For particulars see the coupon printed on page 2.

READ

"The American Government"

Know the big facts about your government and what it is doing for you.

The Times-Dispatch

GET YOUR COPY TO-DAY. Offer will be withdrawn June 17.

Bulletin No. 2.

Why We Are Opposing A Government Armor Plant

To the People:

Some people say that the very fact that the Bethlehem Steel Company is so aggressively fighting the proposal to build a Government armor plant is conclusive proof that the Company is seeking to assure for itself the "vast profits" derived from private manufacture.

The fact is that armor making is the least profitable feature of steel manufacture.

The reason we oppose a Government plant is very simple. It is this:

Even though there is but little profit in the making of armor, we have invested over \$7,000,000 in our armor plant;

That plant is useless for any other purpose; if a Government plant is built the usefulness of our plant is destroyed.

It would be good business for us to make armor for the Government at any price over and above the actual shop cost, RATHER THAN SACRIFICE OUR ENTIRE INVESTMENT.

We do not seek to save big profits; our purpose is very frankly to save our armor plant—itsself built solely for the use of the Government—from going to the scrap heap.

To do that, we are prepared to agree for any period to any terms of manufacture which the Federal Trade Commission shall say absolutely protects the Government of the United States.

CHAS. M. SCHWAB, Chairman
EUGENE G. GRACE, President.

Bethlehem Steel Company